

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS
AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.Stick to this advice and you'll
never know you have a liver.WATKINS,
LIMITED.Chemists and Aerated Water
Manufacturers.

Hongkong, 15th August, 1901. [744c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

35.50 7 Cask of 375 lbs. Net ex Factory.
\$3.30 P Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [16c]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses, Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.
Hongkong, 25th July, 1901. [777c]

KELLY & WALSH, LD.

TROPICAL DISEASES, with 11 Illustrations
and two coloured Plates, by Dr. Patrick
Manson. \$6.50
"HELLESPONT" ON BRIDGE. 3.00
THE ARROW WAR WITH CHINA, by Chas.
Leavenworth. 2.25
THE EXPANSION OF TRADE IN CHINA,
by T. H. Whitehead. 0.70
THE THAD SOCIETY OF HEAVEN AND
EARTH ASSOCIATION, by W. Stanton. 3.50
A JAPANESE MARRIAGE, by Douglas
Sladen. 1.25
TRANSACTIONS OF THE KOREA BRANCH
OF THE ROYAL ASIATIC SOCIETY, Vol.
I. 3.25
FRIEND TOMMY AND OTHER TOPICS, by
Joss Chinchinoss. 1.00
TRADE AND SHIPPING OF SOUTH-EAST
ASIA. 0.50

THE

ROBINSON PIANOFORTE CO.,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instru-
ments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c]

CLUB WHISKY.

\$12 PER DOZEN.

F. O. S. WHISKY.

\$15 PER DOZEN.

The best value on the Market.

SOLE PROPRIETORS:

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 2nd September, 1901.

Today's
Advertisements.BOARD
AND
RESIDENCE.

MRS. HUBBARD.

166, QUEEN'S ROAD EAST.
Hongkong, 11th September, 1901. [1005c]
FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship.

"ARRATON APCAR."

Captain E. Fey, will be despatched for the
above Ports, on SUNDAY, the 15th instant,
at Daylight.For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 11th September, 1901. [1001c]THE OSAKA SHOSHIN KAISHA,
LIMITED.FOR FOCHOW VIA SWATOW AND
AMOI.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the
above Port, on WEDNESDAY, the 25th instant,
at Daylight.For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 11th September, 1901. [321c]AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CARINTHIA,"

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

This Vessel brings Cargo:

From Trieste, ex s.s. *Thetis*.Venice, ex s.s. *Motierich*.Optional Cargo will be discharged here unless
notice to the contrary be given immediately.No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 18th instant, or they will not be
recognized.No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 18th
instant, will be subject to rent.Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 11th September, 1901. [934c]Today's
Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions
from The Acting Captain Superintendent
of Police, to sell by
PUBLIC AUCTION,ON
SATURDAY, the 14th September, at 11 A.M.,
at Central Police Station,
A QUANTITY OF
DAMAGED & CONDEMNED STORES.

TERMS:—As Usual.

HUGHES & HOUGH, A
Auctioneers.
Hongkong, 11th September, 1901. [1006c]GOVERNMENT NOTIFICATION.
No. 474.THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
to be held at the Office of the Public Works
Department, on

MONDAY,

the 16th day of instant, 1901, at 3 P.M., are
published for general information.By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Colonial Secretary.Colonial Secretary's Colonial Secretary.
Hongkong, 30th August, 1901. [1003c]Particulars and Conditions of the letting by
Public Auction Sale, to be held on Monday,
the 16th day of instant, 1901, at 3 P.M., at the
Office of the Public Works Department, by
Order of His Excellency the Governor, of One
Lot of CROWN LAND, at Hung Hoi, Kow-
loon, in the Colony of Hongkong, for a term of
75 Years, commencing from the 5th Novem-
ber, 1900, with the option of renewal at a
CROWN RENT to be fixed by the Surveyor
of His Majesty the KING, for one further term
of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary	Area	Content	Annual	Unit
Registry No.		Measurements.		in	Rent.	Price.
		N. S. E. W.		Separate		
		ft. ft. ft. ft.		feet.		
1	Hung Hoi	50 50 146 146	75	8	8	8

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, MADRAS,
CALCUTTA, DJIBOUTI, EGYPT, MAR-
SEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HARVE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.ON MONDAY, the 23rd September, 1901,
at 1 P.M., the Company's Steamship
"INDUS," Captain Dutchaieu, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via ports of call,
WITHOUT TRANSHIPMENT.Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 3 P.M. on the 22nd
instant. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.For Further particulars, apply at the Com-
pany's Office.P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 11th September, 1901. [1004c]

STEAMSHIP "NATAL"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. *Douro*, and from Bordeaux, ex s.s.
Ville de Lorient, in connection with above
Steamer, are hereby informed that their Goods,
with the exception of Opium, Treasure and
Valuables are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON, TO-DAY, the 9th inst., request-
ing it to be landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 16th instant, at NOON,
will be subject to rent and landing charges.All claims must be sent in to me on or before
the 16th inst., or they will not be recognised.All damaged packages will be examined on
MONDAY, the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 11th September, 1901. [1004c]

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.EASTMAN'S
KODAKS AND FILMS.

Sole Agents for CLEMENTS' WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" IS THE BEST.

20, QUEEN'S ROAD,
Watson's Building.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches
awarded the highest prizes at every Exhibition,
and for original designs and Sole

CELEBRATED PIERA GLASSES.

MARINE GLASSES, AND SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [73c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OFAERATED
WATERS.

IN THE FAR EAST.

OUR FACTORIES are construct-
ed with every attention to the best
principles that sanitary science can
suggest; and our NEW FACTORY
at WEST POINT is the LARGEST
and BEST EQUIPPED in the FAR
EAST.A perfect System of Filtration is
employed guaranteeing Absolute
purity.A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.The Waters produced are of the
highest class and excellence; as testi-
fied to by the best English makers.A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY,
Hongkong.

DEATH.

At Shanghai, on the 7th September, at 6
a.m., AELIUS MARCELLUS BISBEE, Coast
Inspector and Harbour Master, aged 60 years.
American papers please copy.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 11, 1901.

NOTES AND COMMENTS.

Dynamite in Canton.

The Canton Officials do not seem to be
sleeping upon beds of roses just at present.
The obnoxious house-tax is causing them
considerable anxiety, for though they are of
opinion that they can control the people in
the City itself, they are by no means con-
fident of maintaining order in the outlying
towns and villages, and the date fixed for the
collection of the tax is looked forward to as
a time of possible trouble by all. Next,
the Military Examinations have been abolished
and the students who were intent upon
competing at them are very wrath. They
say that the bread has been taken from their
mouths, for they will be no good for any
other occupation, which is easily understood,
when one takes into consideration the very
childish training through which the Chinese
military student is put. On top of all this,
we are told, has come a dynamite scare,
and that, as can be easily imagined will not
tend to render the officials any more com-
fortable. We had, it will be remembered,
the same sort of scare last year, the dynamite
in this instance being supposed to have been
smuggled in by the Reformers for the pur-
pose of blowing up the Yamen. A quantity
of dynamite was seized as it was being
smuggled ashore and an explosion occurred
near one of the public buildings, though
whether or no this was due to dynamite or
gunpowder still remains a mystery. At all
events, the whole affair created a sensation
last year and it looks very much as though
Canton was now to experience a similar
excitement. We fancy, however, that the
present dynamite scare will be more far
reaching in its effects, for the military stu-
dents, if they are really mixed up in any plot,
are less likely to refrain from wilful damage
than the Reformers, who are obliged to
maintain a show of civilized ideas through
all their actions in order not to alienate
foreign sympathy. We shall watch the pro-
gress of events during the next week or two
with interest.P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 11th September, 1901. [1004c]

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CELEBRATED PIERA GLASSES.

MARINE GLASSES, AND SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [73c]

The bulletin issued at three yesterday
afternoon says that a steady improvement
continues in the patient, who is now without
pain or unfavourable symptoms. His tem-
perature is 100°. All the doctors in atten-
dance are most hopeful in view of the absence
of all complications in the patient.

BRITISH SOUTH AFRICA.

THE CHASE OF STEYN AND
DE WET.
Steyn and De Wet fled in haste from Reitz
on the approach of the British under General
Rimington.

LOCAL AND GENERAL.

SIR JOHN CARRINGTON, the Chief Justice,
is, we hear, expected to return from leave by
the next *Empress* boat.THE TOTAL INCOME of the F. M. S. Rail-
ways for last year was over 24 million dollars.
This is admittedly a splendid return.THE CASE of shooting a Chinaman by P. C.
Holdway was remanded again this morning
for one week, Bail of \$100 being accepted.GOVERNMENT HOUSE is being colour-
washed a delicate pink, somewhat approaching
the shade which our lady readers dub "crushed
strawberry."H.M.S. *ROZARIO* left Singapore on the
morning of the 4th instant for the Cocos, taking
Mr. W. L. Carter, who is the Commissioner
carrying out this year's inspection.THE KING has approved of the sign for the
Royal Sign Manual, and the Tudor crown is
to be used instead of the various patterns of
crown now borne on Army badges. It will be
introduced gradually as renewals are required.CHOLERA carried off five native passengers
on board the *Giang Seng* from Cheribon to
Singapore. Three hundred and sixty four
passengers were to be landed at St. John's
Island and the steamer was to be disinfected
before communicating with the shore.THE GOVERNMENT OF INDIA have
decided to allow the families of officers and
departmental subordinates, in any case where
it may be desired, to proceed to Peking, Tien-
sin, Tongshai, Shan-hai-kwan and Shanghai.
They will be granted entitled passages in trans-
ports going to China, provided that accommo-
dation is available.THE HOLIDAY SEASON seems to be
drawing to a close. The *Empress of Japan*
brought back to the Colony Messrs. D. E.
Brown, A. Babington, Mr. and Mrs. Dunbar,
Mr. and Mrs. Hagen and three children and
Mr. van Nierop. Every mail steamer from the
north now brings some few of those lucky folk
who are able to find the time and money for a
summer holiday.BABY INCUBATORS are rapidly coming
into favour in the United States. Twelve,
each containing an infant, are now on view at
the Buffalo Exhibition. It is said that whereas
the death-rate among prematurely born infants
was formerly 75 per cent, it has now been
reduced by the use of the incubator to 15 per
cent. We wonder when a baby incubator will
be established in Hongkong.THE ATMOSPHERE at the Police Court
was rich this morning. At least 250 mortals
were gathered together, ranging from Mr. Haze-
land downwards to the so-called baby it is
possible to conceive cramped up in a small
space, without a breath of air moving, one can-
not blame the poor wretches in all the stages
of poverty, filth and wretchedness, stinking
like a concentrated assafoetida factory.THE HORRIBLE, ghastly dreadful stabbing
affray which at one time threatened to assume
the proportions of an engagement in South
Africa, turns out to be more or less a storm in
a tea cup. A man reports himself stabbed.
As usual, *Cherchez la femme*. She is found
punctured also her dying depositions are taken,
and she is getting on very nicely, thank you.
No doubt there will be an enquiry but whether
there comes forward a prosecutor is another
matter.ACCORDING to a writer in the *New York*
Sun the cucumber is the hardest worked
member of the vegetable kingdom. At least it
is if we may judge by the variety of its uses.
From America to Asia Minor it appears as an
article of food on dinner tables and supper
tables, all over the civilized world. But that
does not exhaust its possibilities by any means.
In Egypt it is made to yield a pleasant, cooling
drink by ingenious treatment. A hole is cut
in the cucumber, the pulp is broken and stirred
with a stick and the hole closed with wax. The
cucumber, still fastened to its stem, is lowered
into a pit. After a few days the juice ferments,
and the Egyptian drawing it off has a liquor
exactly suited to his taste.WE ARE SO accustomed to find the United
Kingdom occupying the best place in the list
of casualties, at sea, that the position which it
occupies in Lloyd's List for the fourth quarter
of 1900 will occasion regretful surprise. The
United Kingdom is still far from the worst in
the list; but it has lost its topmost position
which it has so often held before. While Great
Britain lost 0.55 per cent of its vessels and 0.47
per cent of its tonnage, Austro-Hungary lost
only 0.37 per cent of its vessels and 0.14 per
cent of its tonnage; and Denmark and
Germany all have a smaller proportion of loss
than the United Kingdom. It is not that the
security of British ships has declined, but that
the other countries have improved their average
of safety.COTTAM & CO. for the K. WALKING and
SHOOTING BOOTS.THE FRENCH YUNNAN MISSION, under
M. Francois, the Consul-General, is said to be
delighted with the reception which it met on
its arrival at the capital of the province. M.
Francois, who had gone before the rest of the
mission, is satisfied with the Chinese authori-
ties' welcome.THE FOLLOWING, from a home Service
paper, may interest somebody out here in the
degenerate East:—
Wanted a Gentleman fond of sport to join
Medical man in carrying on an Incubator Home.
Suit a retired Naval or Military man with about
£1,000 capital.SINGAPORE BAKERIES seem to be dirty,
for a movement has been made by the sanitary
officers with a view to ensuring cleanliness on
bakery premises. This was seemingly needed,
says the *Straits Times*, since it has been found
necessary to summon the proprietors of two
bakeries under European management, for
having filthy premises.THE *habeas corpus* action, against The Hon.
F. H. May, Captain Superintendent of police
was decided this morning by the Hon. J. I.
Seacombe Smith (Acting puisne Judge). Judge-
ment was given with costs for the defendant—
Mr. Sharpe made application that the judge-
ment should not carry costs. The argument
will be heard in Chambers next week.A MUSICAL EVENING was held at the
Singapore Sailors' Home on 4th instant as a
welcome to the men of H.M. S. *Albion*. An
enjoyable programme was given and was
greatly appreciated. Amongst those who
kindly took part in the entertainment were Mr.
Revel, Lieut. May, R.A., Miss Werry, Mr.
Brown, Mrs. Salzmann, Mr. Keiller, Mrs.
Simons, Miss R. Ezra, and Mr. Rene Eber.THE IMPERIAL SERVICE, troops which
went to China have, as stated some time ago,
been allowed to retain the '303 rifles and car-
bines with which they were equipped on leav-
ing India. With a view to emphasising the
necessity for the safe custody of these arms,
Rs. 500 has been fixed as the price to be paid
when a rifle or carbine is lost. In the case of
the Webley pistol the price will be Rs. 100.ANOTHER FOOLHARDY though successful
attempt to cross the Niagara Rapids is reported
to have been made by Mr. C. D. Graham, who
has on four previous occasions made a success-
ful passage. He was, as on previous occasions,
enclosed in a barrel, and was fished out near
the whirlpool. He was then found to be
partially suffocated, but the attention of his
assistants soon resuscitated him. Thousands of
persons are reported to have witnessed the
exploit.A FILIPINO MARRIAGE took place at
Singapore on the 4th instant, Marcellano Rivera,
a leading Filipino, and a member of the mission
which went to the United States under Senor
Agonillo at the beginning of the war, being
married to Dionicia Perez in the Cathedral of
the "Good Shepherd." The bride, who was
given away by Crisanto Lithanco, was attired
in the *fiestia* costume. After the ceremony
the Filipino colony present adjourned to the
bride's house, in Wilkie Road, for breakfast.
Mr. Rivera is well known in Hongkong.THE CORRESPONDENT of the *Journal*
at Toulon relates an incident of the French
naval manoeuvres which though amusing,
throws a curious light on some light on some
of the possibilities of wireless telegraphy in
naval tactics. The cruiser *Bouvier*, while off
Gibraltar, experimenting with its wireless tele-
graphic apparatus, got into communication
with another ship, and several messages were
exchanged. Not until this had gone on for
some little time, did the French captain dis-
cover that he was a corresponding with a Bri-
tish cruiser.THE *PALL MALL GAZETTE* of the 8th
ult. says:—The Anarchists at Paterson, New Jer-
sey, have issued red placards announcing that
on August 18th they will produce, at a theatre,
a tragedy called "The Assassination of King Hum-
bren." The first act is to show Bresci drawing the
fatal lot. In the second, he is seen on his way
to Italy. The third portrays the death of the
King at the hand of the Anarchist; and the
fourth shows Bresci in prison, his suffering and
suicide. We have received a telegram through
Lafian's agency to-day stating that the per-
formance of the play has been forbidden.AT YARMOUTH, another harvest is gathered
from the sea than that of fish. During the
winter months, when rough weather prevails,
vessels in the Roads often lose anchors and
chains. These are afterwards dragged for by
beachmen, raised by tackle, and conveyed to
the anchor yard, an institution in connection
with the Custom House, where the salvors are
remunerated according to the weight of metal
brought in. Once a year the accumulations in
this way are disposed of, tenders being invited.
During the first week in August the year's
finds, comprising 14 large anchors and many
fathoms of cable, were cleared away. The
boatmen find this a paying business.LORD BACON, in a well-known passage,
says that "an over-speaking judge is no well-
tuned cymbal." It is obvious that Lord Bacon
has at least one disciple in the Courts to-day.
In twenty-two reported cases in which some
of His Majesty's judges took part, he gave a
judgment in one case occupying some nine
lines of print. His judgments in the remain-
ing twenty-one cases were as follows:—

THE NOTED CRISP CASE.

Before Mr. Kemp this afternoon the re-hearing of the case P. T. Crisp, Government Inspector of Buildings, versus Woo Kee, contractor, for contravention of the Building Act was heard. Mr. Grist appeared for the defendant. Without discussion, Mr. Kemp decided on a point of law, as to a contractor's liability and held that a contractor who had not signed a notice of intention to carry out alterations was not liable.

The summons was dismissed and the fine \$200 refunded.

AT THE MAGISTRACY.

STEALING.

Chau Yung dropped in for three weeks' hard labour for stealing a pair of brown trousers from a Chinese shopman.

OPIMUM.

Pun Man Hing paid \$100 fine for being in illegal possession of 40 taels of prepared opium and 35 taels of dress.

GAMBLING.

L. S. J. Quinn took a hand in the gambling raids and brought up 22 Chinese. The first and second defendants were fined \$25 each and the rest \$2 each.

DISORDERLY CONDUCT.

Li Hun a rest-urant keeper, charged Harry Greyer and another with creating a disturbance in his place of business. Both defendants pleaded guilty and were fined \$3 each.

THINGS CHINESE.

Lo Cheung was charged with pledging his wife for the purpose of prostitution, and the second defendant, Lam Kwan, with receiving the woman for the purpose of prostitution.

Both defendants pleaded guilty and the 1st was sentenced to 3 months' hard labour. The second defendant, represented by Mr. Reece, was sent to gaol for one month.

STEALING.

Lam Sing was charged by Wallace Shane, 2nd. officer of s.s. *Szechuan*, with stealing one iron windlass chain compressor.

Chau Wai Ching said he was a carpenter on board the s.s. *Szechuan*; he saw the defendant and two other men come out of the hold with the compressor and take it in a small boat. He told the defendant to bring it out. He brought it out and was arrested. Defendant was sentenced to three weeks' hard labour.

STIFF SENTENCE.

Chau Kam was sentenced to one year's imprisonment for disobeying an order of banishment.

STEALING A WATCH.

Mr. S. E. Sykes lost his watch, and the defendant Li Kwan was arrested by Sgt. Ken, after a prolonged search, for stealing the same. He was sentenced to one month's hard labour, and the watch, which had been pawned, was ordered to be restored to the owner.

UNLAWFULLY ENTERING.

Wong Ping Man went to gaol for six weeks for unlawfully entering the house of Li Tai.

CANTON NOTES.

DYNAMITE.

(From Our Own Correspondent.)
CANTON, September 10th.
There is unusual activity shown by the officials in the city. A rumour has reached them that a large quantity of dynamite has been smuggled into the city. For several nights bands of soldiers led by officers of high rank have been parading the streets and searching houses. So far no dynamite has been found nor have any arrests been made. That the officials believe the report to be true is seen from the fact that the officers of these search parties are not the men usually found at the head of twenty soldiers, but officers who are employed on important occasions. It is said that the dynamite reached Canton overland from Shui Tung or Kwong Chau Wan.

THE MILITARY EXAMINATIONS.

The abolition of the military examinations has caused a good deal of feeling among the candidates for these examinations. A company of students numbering about two hundred, with their teachers, called upon the Viceroy and laid before him the hardships such an order would entail upon them. They had spent years in preparing for the examination. There was nothing else they could turn to to make a living. The Viceroy replied that this matter belonged to the Governor of Canton and he could not help them. However, he was willing to unite with the Governor in sending a telegram to the Emperor asking for further information regarding the change. The telegram has been sent but no reply has been received. And now the officials are connecting the presence of the dynamite with the dissatisfaction among the students for military honours. They think the students have the dynamite ready to enforce their demands for a continuance of the old order of things. There are rumours abroad in the city and it is evident that the officials attach considerable importance to them.

EXECUTIONS.

Sunday afternoon seven men were strangled at the steamer wharf. These men, with one exception, were river pirates and robbers. The exception was a man who had been in the destruction of property during the trouble of last year. The man is from San Ning. After causing the destruction of several shops he fled to Macao and then to Hongkong. Here he was arrested and handed over to the Canton officials. His guilt was fully established and now he has been executed. This is the only man, so far as I know, who has suffered death for the destruction of property and other trouble caused last year, that is, so far as Protestant missions are concerned.

COTTAM & Co. for RIDING WHIPS and LEATHER TUTTER LEGGINGS.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

BUILDING HOUSES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—Happening to be at the police Court this afternoon I heard the result of the re-hearing of the building case. That one adjoining the C. Chreane Street collapse—whereby Mr. Crisp was prosecutor. I can assure you I was very pleased to hear that the summons was dismissed and the poor hard working Contractor was going to get his money back. For this reason, I am just starting to build a house for myself in Kowloon I am going to let it when built. I went to a European firm of architects to get out plans and specifications, the work to be done under their personal supervision. The estimated cost frightened me and I was on the horns of a dilemma as to what to do. On hearing the result of the case before mentioned I smiled, and went away quite light hearted. I intend to cancel, at once, my arrangement with the architects and am going to superintend the work myself. Its no use talking to me now of so many hundreds of thousands of good bricks costing so much. I know where I can go and get broken bats and pieces by the cargo boat full and, you bet, I am going to buy them. Then again, what is all this trouble and expense that I was going to be put to about the mortar containing so much lime? What is the matter with mud? I can get plenty of that cheap and I see other people use it and it passes inspection. Another thing the timbers. I find the P. W. D. can't find me to any particular size or quality so I am off to buy an old mashed and use the wood and bamboos out of it. In fact that sudden burst of activity on behalf of the P. W. D. quickly passed and I no doubt can do as has been done before and as is going on now.

Yours, &c.,

BAWBBEE.

Hongkong, September 11th, 1901.

H. M. S. "ALBION" ARRIVES.

ANOTHER BATTLE-SHIP FOR THE CHINA STATION.

His Majesty's battleship *Albion*, Capt. W. W. Hewett, arrived here from her home this morning and exchanged the customary salutes. She is a sister ship to the *Glory* and *Goliath*, now on this station.

The *Albion*, having been launched at Blackwall on June 21, 1898, when a deplorable accident resulted in many of the spectators being drowned, was delivered by the contractors during last year, and began her trials on March 14, 1901, with the following results:—The vessel left the Nile and a course was steered down the English Channel to the Start Point. The machinery and boilers worked smoothly during the whole of the trial, there being no incident of any kind. The boilers provided a continuous and sufficient supply of steam under natural draught conditions, no fans, air-blowers, or other means being used for the purpose of assisting combustion. The actual mean results of the thirty hours' steaming were ascertained at the end of the trial to be 10.809 I. H. P., the speed of the vessel being over 16 knots. The engines are of the usual vertical triple expansion type, steam being supplied by twenty Belleville boilers, arranged in three stokeholds. The results of the eight-hours' full power trial carried out on March 28 were also satisfactory, the power obtained being 13,805, and the speed more than 17 knots.

This first-class battleship has a displacement of 12,950 tons and was built at Blackwall at a cost of £802,910. Her principal dimensions are length, 390 ft.; beam, 74 ft.; and draught, 26 ft. Her engines constructed by Messrs. Maudslay & Co. Ltd., are of 13,500 indicated horse power, giving her a maximum speed of 18.25 knots. She is armed with four 12-inch twelve 6-in., quick-firing guns and 18 smaller quick-firers. She has accommodation for 700 men, and the following officers were appointed to H.M.S. *Albion* when she commissioned at Chatham on June 25th:—

Captain—W. W. Hewett.
Commanders—R. Nugent, H. W. James.
Lieutenants—V. B. Molteno, A. de K. L. May, J. Man, W. B. Drury, H. J. Tweedie, H. L. Boyle.
Major R.M.A.—J. R. Goddard.
Lieut. R.M.A.—P. R. Heycock.
Lieut. R.M.—H. V. Salkeld.
Chaplain and Nav. Instr.—Rev. R. C. Harper.
Staff Surgeon—A. S. Nance.
Staff Paym.—A. J. Brown.
Fleet Engineer—H. J. Rampling.
Sub. Lieut.—H. Greenwood.
Surgeon—J. H. Raymond M.A.
Assist. Paym.—E. W. S. Pellowe.
Engineers—A. S. V. Sallier, A. E. Drought.
Assist. Engineers—J. J. Kirwin, C. Main, T. E. Hughes, A. E. E. Rayner.
Gunners—J. Curtis, E. J. Cole.
Boatswains—T. Tilles, S. G. T. Brown.
Carpenter—A. R. Anderson.
Widshipman—R. Croasbie-Hill, C. W. Craven, R. Wigglesworth, W. S. Hargreaves, E. F. Tisdall, H. M. Garrett, Hon. E. R. Drummond, T. G. Carter, N. St. J. S. Nicoll-Carne, W. F. Parry Okefen.
Clerk—H. M. Boxer.
Assist. Clerk—G. A. Cooke.

COLOUR OF POSTAGE STAMPS.

In the House of Commons Mr. Henniker Heaton asked whether the Postmaster-General had inspected the red colour penny stamps of the various Colonies of the British Empire; and when a definite reply would be given to the petition of 200 members of the House of Commons for the abolition of the present penny stamp, and the introduction of a royal scarlet or red colour penny stamp in England. Mr. A. Chamberlain replied that the colour of the new stamps was still under consideration, and it was not likely that a decision would be arrived at immediately.

COTTAM & Co. for SNOWS and BUCKINGHAM and HECHTS BOOTS and SHOES.

THE PLAQUE.

Number of cases reported up till noon of the 10th September, 1901:—
Chinese.....1,553
Other Asiatics 33
Europeans.....30
Number of cases reported during the past 24 hours:—
Chinese.....9
Other Asiatics 0
Europeans.....0
Total number of cases reported to date 1,636

Number of deaths reported up till noon of the 10th September, 1901:—
Chinese.....1519
Other Asiatics 35
Europeans.....11
Number of deaths reported during the past 24 hours:—
Chinese.....9
Other Asiatics 0
Europeans.....0
Total number of deaths recorded to date 1,565

Since noon on Saturday last the cases and deaths are:—
Cases Chinese.....8
Other Asiatics.....0
European.....0
Total.....8
Deaths Chinese.....8
Other Asiatics.....0
Europeans.....0
Total.....8

The plague returns for last week were:—
Cases.....6
Deaths.....6

EXTRAORDINARY MURDER IN FRANCE.

PARIS, August 6th.

Jeanne Duchez was a French peasant woman living in a tiny cottage near Limoges with the husband to whom 15 years ago her parents married her, a mere 16-year-old girl. Duchez was a good enough sort of fellow, but his wife hated him, and even when the little boy was born, her hatred only grew more bitter.

Then came the day when she met Francis Couderc, and fell in love with him. Little enough did Duchez suspect what was going on, but the mere fact of his existence was hateful to the lovers. One day at the beginning of last winter, as they sat holding each other's hands, they decided that Duchez must die.

With that determination begins a series of the most cruel cold-blooded attempts to get rid of the husband. Twice the wife put poison—arsenic acid and strychnine—in his food, and violent sickness saved his life. At last the lovers thought that if they strangled their victim they might so arrange his body as to make it appear that he had hanged himself. They bored a hole in the ceiling of the bedroom, and Couderc lay in wait upon the rafters, and when Duchez was asleep let down a noose which Jeanne pulled round her husband's neck. Somehow Duchez freed himself, and somehow his wife persuaded him that it was all a nightmare. So a second time the lovers prepared their horrid plan. Between them they flung Duchez to the ground, and after half an hour's dreadful struggles strangled him. They hung his body to a hook in the wall, and told the police a tale of suicide.

That is the story of the Limoges murder trial, for suspicion fell on the lovers, and they were arrested. There was plenty of evidence, and 600 villagers signed a petition praying for their conviction. They were found guilty, but the death sentence was rejected in favour of hard labour for life. For the jury decided that there were extenuating circumstances.—*Morning Leader* Cor.

F. M. S. TIN.

The financial report on the Federated Malay States for 1900 has been published. It shows that 643,985 piculs of tin and tin ore were exported in the year 1900. The export for 1900 rose to 713,059 piculs, which yielded a revenue of a little over seven millions of dollars. In all the States the revenue derived from this source reached figures which had never before been attained in the history of these States. In Perak the quantity exported was greater than in any year since 1896. It is pointed out that while the Pahang export increased by nearly 17 per cent. over the figures of 1899 the revenue rose by nearly 30 per cent., the disproportionate increase being caused by a great increase in the tin won by ordinary miners who pay a duty of 10 per cent. to Government, and a decrease in the tin won by the Pahang Corporation which pays only 8 per cent. to Government.

FLOUR FROM THE SEED OF THE BAMBOO.

A short article in the *Tropical Agriculturist* for June gives a very interesting particulars on the use of the seed of the Bamboo (*Dendrocalamus*), as a food in certain parts of India, from which it appears that even in a time of exceeding drought, the Bamboo plant seeds, and in most cases yields sufficient seed to make the labour of collecting it profitable.

When the seeds are ripe they readily fall off on shaking the plant, and are collected on cloths, the seeds are then beaten to remove the husks and empty pericarps, then slightly damped and twice ground the result being a fine flour; this is either first mixed with rice or "Jowari," or eaten alone after being cooked into flat cakes known locally as "chapatis." This flour is considered nutritious, but the percentage of proteins has not been ascertained.

About 6 lb. of flour is obtained from 8 lb. of seeds, and that yields about 39 of the flat cakes, previously mentioned, which are reckoned sufficient for one man for six days. A great quantity of the flour is now prepared annually, and undoubtedly it tends to ameliorate the effect of scarcity of other foods.

COTTAM & Co. for the LATEST SHAPES IN HATS.

Insurances.

"Strongest in the World." ONE DAY TOO LATE.

In the life of almost every man there comes a day when it is impossible for him to buy life assurance at any price. 10-day you may be able to pass a satisfactory examination. To-morrow the company might decline your application. Yet hundreds—yes, thousands of men say:—"To-morrow, To-morrow"—And hundreds of widows and orphans to fight the battle of life alone, as a result. Can you afford to run the risk? The Equitable Life Assurance Company. F. KIENE, Manager, Hongkong.

Hongkong, 7th September, 1901. [989c]

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1838).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 4th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May 1901.

To be Let.

TO LET.

NO. 1, STEWART TERRACE.—THE PRAC.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [709c]

TO LET.

GODOWN—No. 5A, DUDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [822c]

TO LET.

A HOUSE in RYON TERRACE.

Apply to "THE RETREAT," MOUNT KELLET. THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [720c]

TO LET.

(From 1st August next).

NO. 3, ORMSBY TERRACE—KOWLOON.

Apply to PUN HUNG, 85, Queen's Road Central. Hongkong, 17th July, 1901. [761c]

TO LET.

POSSESSION from September, "THE CASTLE" on CASTLE ROAD.

Apply to No. 5, SEYMOUR TERRACE. Hongkong, 29th August, 1901. [940c]

TO LET.

GODOWN—PRAYA, KENNEDY TOWN.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th September, 1901. [971c]

TO LET.

NOS. 1 to 5, WILD DELL, WANCHAI ROAD.

Apply to SANG KEE, 298, Des Vaux Road Central. Hongkong, 5th September, 1901. [976c]

For Sale.

FOR SALE.

RURAL BUILDING LOT No. 1, situated upon MOUNT GOUGH, THE PEAK, together with the Four Houses standing thereon. This owner is prepared to accept an offer for the whole lot or to sell the houses separately, subject to the existing tenancies, any portion of the purchase money can remain on Mortgage at 8% per annum. For detailed Particulars, apply to DENNIS & BOWLEY, Solicitors, SUPREME COURT HOUSE, Hongkong, 24th August, 1901. [910c]

A SPECIAL SALE.

WILL BE HELD AT THE ITALIAN CONVENT, on behalf of the poor Orphans from the 23rd instant, at 2 P.M., to the 28th, of Ladies' and children's underclothing and other useful and embroidered articles suitable for birthday presents &c. The prices will be marked on every article. The Superintress hopes to receive and merit a large share of public patronage.

ITALIAN CONVENT, 20, CAINE ROAD, Hongkong, 6th September, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.

For List, apply "STEAM," C/o The Hongkong Telegraph, Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORN, of Paris, Thirty years old, in excellent condition. For Price, &c., apply to THE ROBINSON PIANO CO., Hongkong, 27th May, 1901. [168c]

Intimations.

WILLIAM POWELL, LIMITED.
TWO DAYS, GREAT SALE
ON
WEDNESDAY, 11th September,
AND
THURSDAY, 12th September.
ALL SALE GOODS WILL BE OFFERED
AT
HALF PRICE! HALF PRICE!!
REMNANTS, ODDMENTS,
&c., &c., &c.
MUST BE CLEARED.

[955c] R. G. HECKFORD, Manager.

KRUSE & CO., CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [954c]

W. BREWER & Co.

RECENT POPULAR NOVELS BY LEADING AUTHORS.

THE HEARTS OF THE LORD, by Flora Annie Steel \$1.00 each
THE GOOD RED EARTH, by Eda Phillips \$1.00 each
TESSA, by Louis Becke \$1.00 each
THE MIDNIGHT PASSENGER, by R. H. Savage \$1.00 each
FRANDERS URGENT, by M. E. Francis \$1.00 each
IN BAD COMPANY, by Bolderwood \$1.00 each
SOULS OF PASSAGE, by Amelia E. Barr \$1.00 each
UNDER THE RED WOODS, by Bret Harte \$1.00 each
ELEANOR, by Mrs. Humphreys Ward \$1.00 each

Hongkong, 10th September, 1901. [689c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne, Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO. [935c]

Hongkong, 29th July, 1901.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [31]

NEW VICTORIA HOTEL.

ROTISSERIE, Made à la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Tiffin at Moderate Rates. Madar & Farmer, Proprietors. Hongkong, 2nd September 1901. [958c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S KAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 14th May, 1901. [940c]

SIEN TING, SURGEON-DENTIST, NO. 14, D'AGUIAR STREET, TERMS VERY MODERATE.

Consultation free. Hongkong, 27th September 1901. [950c]

DROZ & Co., WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864, ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS: MAXIM, BERNE, &c.

REPAIRS of WATCHES and CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL, Hongkong, 15th May, 1901. [950c]

NEW GOODS.

PLENTY IN HAND. D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall. Hongkong, 30th April, 1900. [147]

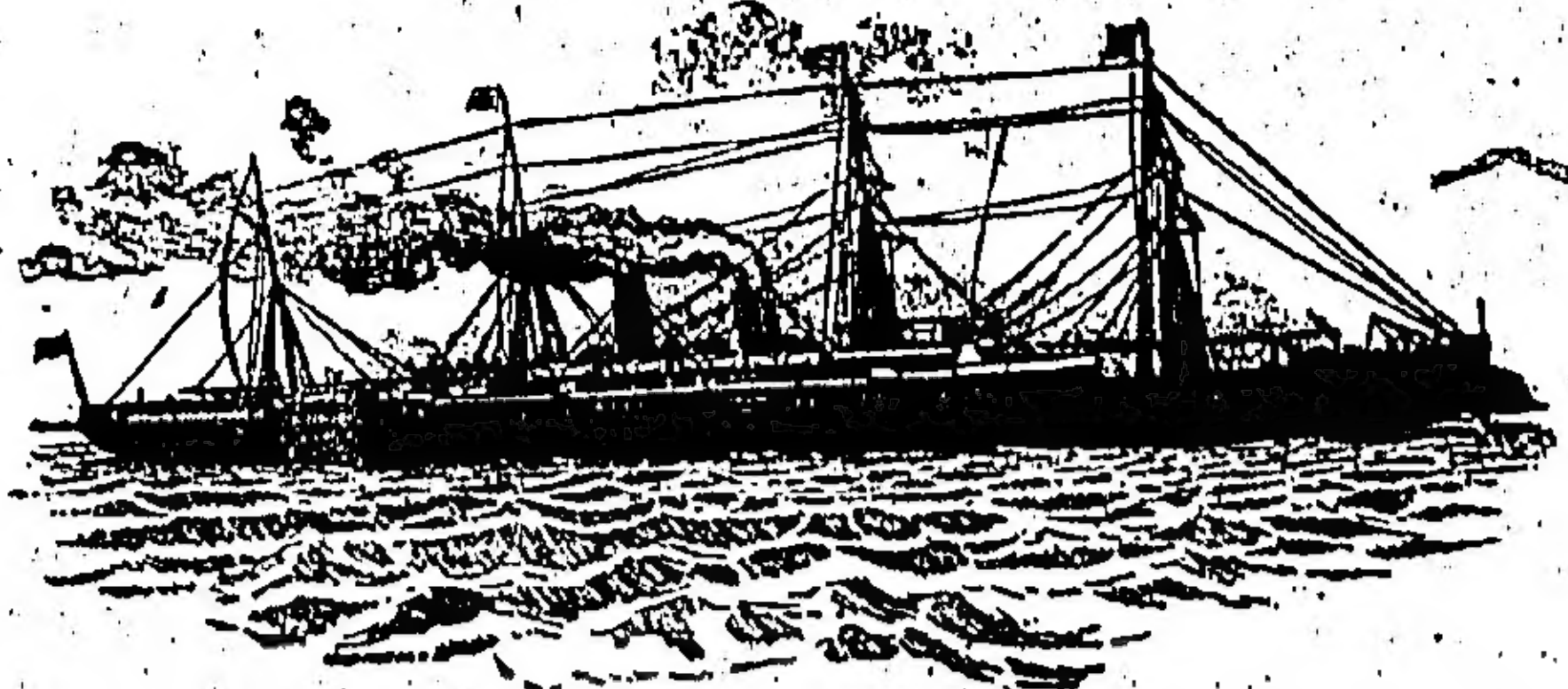
JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds. Finest WESTPHALIAN HAMS. H. RUTTONJEE, 5, D'Aguiar Street and 29 & 40, Elgin Road, Kowloon. Hongkong, 15th July, 1901. [940c]

SIEN TING, SURGEON-DENTIST, NO. 14, D'AGUIAR STREET, TERMS VERY MODERATE. Consultation free. Hongkong, 27th September 1901. [950c]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GABRIC"	WEDNESDAY, 26th October, at Noon.
"OHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.

THE P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

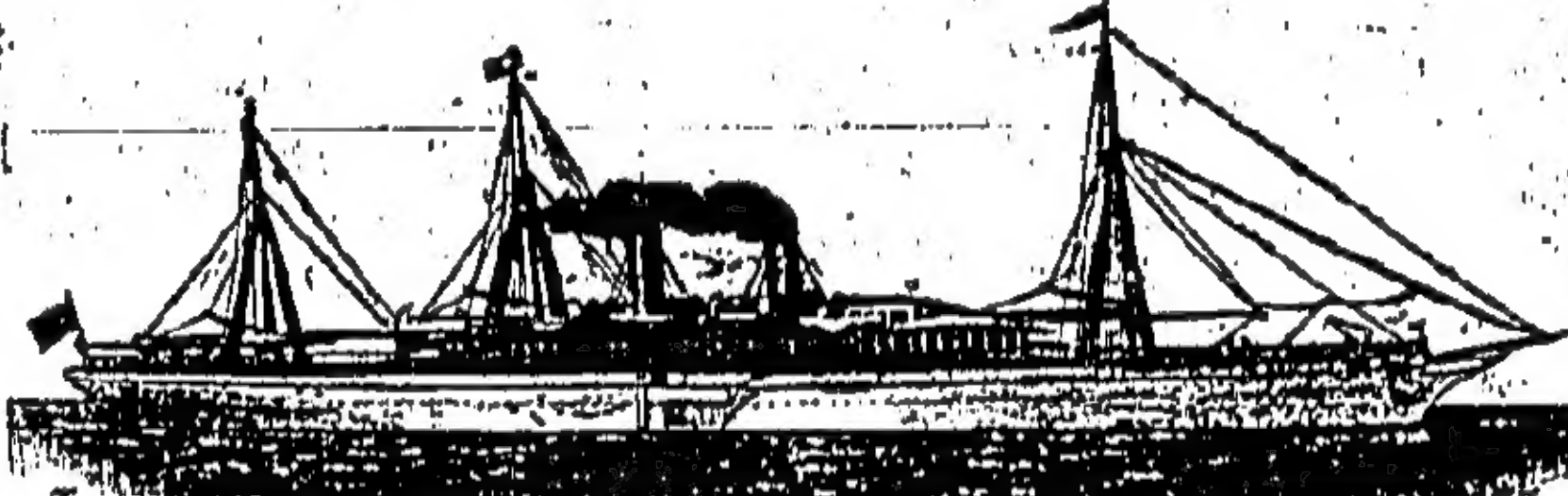
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 10th September, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Bybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Gold for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan, Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OBTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ARAGONIA	NEW YORK	15th Sept.
ANDALUSIA	VIA SUEZ CANAL. HAVRE AND HAMBURG.	21st Sept.
ABARIA	(Calling at SINGAPORE and PENANG.) HAVRE AND HAMBURG.	5th October.
KONIGSBERG	(Calling at SINGAPORE and COLOMBO.) HAVRE AND HAMBURG.	19th Oct.
CHRISTIANSEN	(Calling at SINGAPORE and PENANG.) HAVRE AND HAMBURG.	2nd Nov.
BAMBERG	(Calling at SINGAPORE and COLOMBO.) HAVRE AND HAMBURG.	
JACOBS		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 30th August, 1901.

Intimations.

40 Years Experience

Is represented in the Continuous Installment Policies of the Equitable. A guaranteed. INCOME FOR LIFE even if you live as long as Methuselah. The ideal Assurance. Particulars for the asking. The Equitable Life. "Strongest in the World."

F. KIENE, Manager, Hongkong.

Hongkong, 10th September, 1901. [959c]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED. (IN LIQUIDATION).

NOTICE is hereby given that a FIRST and FINAL DIVIDEND of 24 cents per Preference Share will be PAID. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon Payment of the above Dividend will be made.

M. BENNECKE, Liquidator.

Hongkong, 13rd August, 1901. [907c]

WANTED.

A CHINESE or PORTUGUESE at once, as an ASSISTANT BOOKKEEPER. Salary \$35 to \$40. Apply personally to—

H. RUTTONJEE.

Hongkong, 6th September, 1901. [980c]

WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to

THE MANAGER, CRAIGIEBURN HOTEL.

Hongkong, 8th August, 1901. [852c]

IMPERIAL BANK OF CHINA.

WANTED.

AN EXPERIENCED MAN of business to Act as COMPRADORE from next China New Year. Full Particulars can be obtained on application to the Undersigned.

E. W. RUTTER, Manager.

Hongkong, 30th July, 1901. [812c]

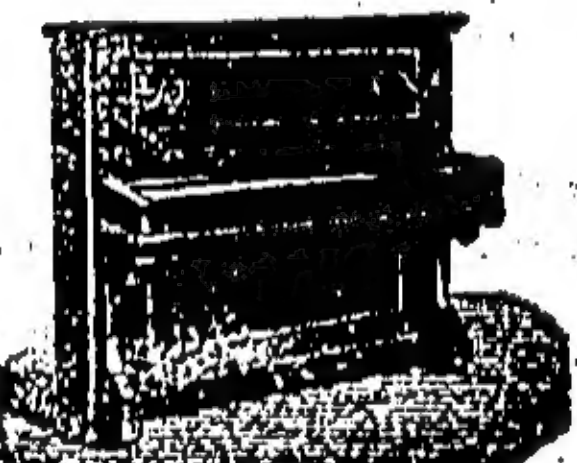
JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS. Apply to

G. GIRAULT.

Hongkong, 20th August, 1901. [667c]

THE ROBINSON PIANO CO., LIMITED.



BEST VALUE IN PIANOS.

MONTHLY PAYMENT SYSTEM.

Hongkong, 19th August, 1901. [571c]

BRITISH NORTH BORNEO.

TENDERS are invited for the General Farms for a period of three years commencing from the 1st January, 1902, as herein below described.

OPIMUM. The sole right to import, manufacture and sell raw Opium, Chandu and Opium Dross in British North Borneo and Labuan. SPIRITS. The sole right to license the manufacture and sale of such Wines and Spirits as are usually consumed by Chinese and other Asiatics, and the right to issue licenses to sell Wines, Beer and Spirits under Notification dated 1st February, 1893.

PAWN-BROKING. The sole right to keep and license others to keep Pawn-broking Establishments.

GAMBLING. The sole right to keep and to license the keeping of Gambling Houses.

(1) These tenders must be submitted under sealed cover to reach Sandakan by noon on the 31st day of October, 1901, and must be addressed to the Secretary to the Governor. The word "Revenue Farms" must be written on the outside of the envelope.

(2) The Laws and Regulations governing these Farms can be seen on application at the Office of Messrs. Guthrie and Co., Singapore, or Messrs. Gibb, Livingston and Co., Hongkong, of the Malay Mail at Kuala Lumpur and of the Treasurer-General at Sandakan.

(3) The Opium Regulations are similar to those in the Straits Settlements.

(4) The Gambling Regulations are similar to those in the Straits Settlements.

(5) These Tenders are invited for the whole Territory, but any tenderer may submit a separate tender for any of these Farms or for any portion of the State of British North Borneo.

(6) Every tender must state the nature of the Security to be offered, which must be partly in cash, to be deposited in an approved Bank, and partly in land and house property.

(7) The Government does not bind itself to accept the highest or any tender.

LABUAN.

The Colony of Labuan will be included in the British North Borneo Farms for Opium, Spirits and Pawn-broking.

Sandakan, 8th July, 1901. [614c]

OUR LONDON LETTER.

(From our own Correspondent.)

LONDON, August 9th.

CHINA.

The final debate relative to China affairs, likely to take during the present session, was chiefly valuable as an example of the art of clothing a fatuous policy of waiting on circumstances, in the language of knowledge, determination, and skilful diplomacy. Lord Lansdowne's address, it must be conceded, both read well and sounded in the main satisfactory, but the analysis it has since undergone at the hands of the Press enable the general public to realize now, only less than China-folk at home realized immediately, that in fact we have lost ground politically and commercially by the negotiations, exchanges, and concessions euphemistically called "Agreements" of the last few months. Of the Anglo-German Agreement, the distinguishing feature appears to be a foundational difference of opinion between the two contracting parties as to the terms of their covenant. Thus Count Bülow in the Reichstag, stated on March 15 last, "The Anglo-German Agreement has no reference to Manchuria." In the preliminary negotiations the Government of His Imperial Majesty left no room for any doubt that they did not take it as applying to Manchuria. On August 6th in the House of Lords the Prime Minister indignantly repudiated all knowledge of any grounds upon which the assumption could be based, that Manchuria was excluded from the scope of the Agreement, while Lord Lansdowne going a step further asserted, "The Anglo-German Convention undoubtedly extended to Manchuria, which is a part of the Chinese Empire."

Obviously, a diplomatic meaning attached to the word "Agreement" other than that which obtains in less exalted circles, and the ordinary Englishman, so far as he takes an intelligent interest in Chinese affairs at all, appears to be searching after this definition. With regard to the Yangtze Valley concession Lord Lansdowne admitted, that we had not obtained any *quid pro quo* for the privileges which Germany had secured in Shantung, to which statement he appended the puerile explanation that it was impossible to demand for a province of 500,000 square miles, advantages which could reasonably be conceded over an area of only 60,000 square miles. It may therefore be taken that the Foreign Secretary now concurs—though without regret—with the general opinion expressed at the time when the convention was first made public, that Germany had all the best of the bargain.

THE CHINA LEAGUE.

The protest of the China League against Lord Lansdowne's other little gift of £700,000 per annum to the Chinese Government, of which you have received, cabled intelligence, is not unfortunately, likely to have any effect. The Foreign Secretary believes that the "facilitation of the river approaches of the Peiho and the Yangtze" is a quite satisfactory return for this trifling yearly demand on the pocket of British traders, and that being his view, and further, Parliamentary pressure impossible, owing to the approaching prorogation, there appears to be no further action open to the League.

SENSE.

A timely letter appeared in the *Times* of yesterday calling attention to the speech of Mr. Consul-General Ikenan of Shanghai, of which very little had previously been heard in London, on the subject of Sir Robert Hart's extraordinary review article, recommending the abolition of extra-territoriality in China. Seeing that opinions of the Maritime Customs Chief are received, in England, as almost infallible, by the great body of ill-informed people, it is really very necessary that other experts competent to voice the general sentiment of the English Colony in China, should gain the public ear at home.

THE LEGATION FLAG.

The loan by the King of the flag which flew over the British Legation throughout the siege of Peking, and which was presented by Sir Claude Macdonald to the late Queen, has considerably augmented the attendance at the Chinese Exhibition in Whitechapel. It is stated that since the advent of that historic emblem the number of visitors has averaged 6,500 daily, notwithstanding that London is said to be "quite empty."

INDIA.

The improved financial condition revealed in the Indian Blue-Book issued by Lord George Hamilton a few days ago, taken in conjunction with good progress reported in higher education, and the new enterprise in developing the steel industry, points conclusively to an amelioration of those distressful conditions which have overshadowed the country for some years. Mr. Jules Bois returning from a prolonged tour speaks most encouragingly of the British outlook in India and warns his countrymen that discontent among the natives exists only in the imagination of those to whom the wish is father to the thought. He questioned men of all ranks in every part of India and everywhere received the reply—

"We would never accept the yoke of Russia, but are perfectly satisfied with English rule."

The Hospital and medical school for native women students, for which appeal is now being made, has proved a great success, there have been a large number of entrants, who for the most part have shown a remarkable aptitude for the assimilation of the science and practice of medicine. A regular supply of female doctors, properly qualified for their work, will be a priceless boon to the women of India, many of whom are new of course entirely debarr'd from medical aid by reason of the social law which forbids them to see a man. If funds can be raised for certain improvements

G. GIRAULT for the best and GREAT TEST ASSORTMENT of CONFECTIONERY.

to be effected in the teaching staff, the Hospital School is to be affiliated to the University of Lahore and will thus be brought into more prominent notice. Queen Alexandra is said to be greatly interested in the movement, of which Lady Curzon is also an active supporter.

STEEL AND IRON.

The ambition of India to come to the front in steel and iron is of quite recent date, in fact outside trade circles nothing was known of the possibilities which the country affords until a few weeks ago. Now, however, experts declare that fine grade iron ores exist on a large part of Chota Nagpore, with abundant limestone, so important a factor in the production of steel—in close proximity. Mineral rights have been acquired over about 300 square miles, and engineers are now in Europe purchasing the necessary plant. The works, which will be built close to the railway, are to be in direct communication with every port of India, and it is anticipated will be in full swing by January 1903. Labour is so cheap and so plentiful that the promoters hope to be able to put Bessemer steel rails on the market at £3, and pig iron at £1, at which rate no other country can compete for the European and Asiatic trade.

It is to be hoped that the progress of this new industry may in time compensate India for the injury inflicted upon her export yarn trade, and her mill-industry by the consent of the British Government to an increase in the Chinese customs. The home authorities appear to have overlooked the fact that English trade with China is a small matter compared with British trade. A considerable portion of the Bombay Mill-industry is dependent on the Chinese market which also takes a large amount of yarn, and that province has been counting on a revival in Chinese trade to pull it round again after the stagnation of recent events, and consideration amounting to alarm prevailed among local merchants on receipt of news of the increased duty.

There is little doubt that the interests of neither India nor any of our far Eastern dependencies are adequately represented in the Councils of the Empire. One efficient responsible expert in London, able to make his voice immediately heard, would be of more use than a whole battalion away in the country itself; for the arguments and remonstrances of the absent are too frequently shelved till public interest has cooled, or suppressed altogether, in departmental pigeon-holes.

THE IMPERIAL COURT OF APPEAL.

A few brief sentences by Mr. Chamberlain in the early part of the week disposed of the hope, freely expressed some months ago, of the establishment of an Imperial Court of Appeal either by the admission of Colonial Law Lords to the House of Peers, or by a reconstruction of the Privy Council. Representatives of the various Colonies have met Mr. Chamberlain in conference, but since the Colonial Office proposed no scheme for discussion, nothing was accomplished beyond an informal interchange of promiscuous opinions.

AUSTRALIA.

Meantime Australia at least is very much more interested in events nearer home, than in the prospects of a reformed Court of Final Appeal. Mr. Barton has already moved the second reading of the Immigration Restriction Bill, of which the main principle is an education test, to which no Government could take exception. Unless, however, this test is made considerably more stringent than was at first proposed (ability to write from dictation 100 words of ordinary English) it is doubtful if the Commonwealth will find the alien at whom it specially aims the Bill, shut out from the country. The Japanese and Chinese of Melbourne, of whom I know something, could very generally read and write English moderately well.

The failure of Mr. Seddon's compulsory Arbitration Act has caused quite a stir in Australia. The New Zealand Premier has declared, according to cable communications from Wellington and Sydney, that so many persons and cases have been cited by the Conciliation Boards that the Arbitration Court is completely overworked, business paralysed, and both employers and employed weary of the system. The New Zealand Act which came into force in 1896, until I left Australia in 1898, was pronounced entirely successful. It was only at the beginning of the present year that rumours began to reach London trade circles that complications were multiplying, but it was not until this week that any information of the acute nature of the difficulty became known, and even now the cable accounts of Mr. Seddon's statement are discredited among the English labour leaders.

TEA.

The movement in the tea trade is not after all in the least likely to result in an advance of price to the consumers, the dealers having made it known that an increase of one farthing per pound in their profit is all they ask, and this can well be afforded by the retail vendor who abstains from the pernicious custom of "giving away" rubbish with every packet of tea. It is understood the Indian planters, who have been awaiting events, are now satisfied that no success will attend the proposed restriction of the output of tea, and they are therefore doing all in their power to capture new markets, one of which, Tibet, is now mainly held by Chinese tea.

ANARCHISTS.

It is probable that the King's cup will be competed for to-morrow, as His Majesty, who leaves England to-day, accompanied by the Queen and Princess Victoria, for the funeral of the Empress Frederick, has expressed the wish that his bereavement may not interfere with the pleasure of other people. All kinds of sensational reports of anarchist plots and anticipated outrages on the occasion of the gathering together, at Cronberg, of so many Royalties to do honour to the dead Empress.

G. GIRAULT, WINE AND SPIRIT MERCHANT, COFFEE ground on the PREMISES.

are rife to-day. The only certain point amidst a cloud of rumour is that Cronberg Castle is surrounded by troops, armed with ball cartridge, and unusual precautions for the safety of King Edward are being observed.

HONGKOW WHISKEY.

A hawker was charged with attempting to sell Hongkow whiskey on board H.M.S. *Arcturion* and also with being in possession of indecent wax models, says the *China Gazette* of the 5th September.

A petty officer of the *Arcturion* said that some men on board had been found in a state of intoxication and they had not been able to discover how the men obtained liquor. The Commander then ordered all hawkers coming on board to be searched, when a bottle of whiskey was found on the accused, which had a green label on with the legend "Finest Old Scotch Whisky, Dublin" and over this the words "Mark trade" and the British coat of arms. Witness pressed for an exemplary punishment.

The Court ordered the accused to be caned for seven days on the landing stage.

THE WAR ON RATS AT MANILA.

The offer of the \$2 weekly reward for the largest number of rats caught and brought to the office of the Board of Health is bearing good fruit, says a recent *Manila Times*, as appears from the following results. During the week ending August 25th there were 264 rats caught and taken to the above office, and for that week the prize of \$2, mex., was carried off by Antonio Lopez, with 39 rats to his credit; and in the week ending September and 337 rats were captured and produced, the prize winner being Jose Vargas who had 15 rats captured to his score.

For the capture of these rats, the Health Department have distributed on loan over two hundred patent rat traps, and these were being eagerly sought until the stock ran out, but a further supply is expected next week, and as soon as they arrive will be distributed in like manner.

The names and addresses of all to whom these traps are loaned are kept on record, so that the Department can lay their hands on them at any time, and recall them from those who do not appear to bring in any captures, so that they may place them elsewhere to more advantage.

Amongst the gamins and street Arabs of Manila the reward of \$2 per week for the one having brought in the greatest number of rats, in addition to the cash payment of 1 cent for each rat, has proved an incentive to wage a real war of extermination on the rodents, and the office of the Board of Health and the sub-offices are daily besieged by the youngsters enquiring for the traps.

MALVAR HARD PRESSED IN THE PHILIPPINES.

August 31.—General Malvar with Gonzalez and his entire force have fled again to the lake Tsal region, as the Twentieth Infantry have chased them five days through Mount Maquilang, destroying everything before them in their rapid flight up and down the mountain trails.

Last night, says the *Manila Times*, five insurgents were captured. Two hundred and fifty enlisted men of the second battalion, Co. E F G and H, Twentieth Infantry, under command of Captain Hale, who waged the fierce campaign during the past week against Malvar's forces, returned in a very war worn condition some of them with pants and shirts torn off, from having to climb two and three hundred feet over rocks and by trees and vines hand over hand. Every shack found in the mountains was destroyed, as the guerrillas have been receiving their food at these places. At 3 a.m., yesterday morning the patrol from the Twentieth Infantry, comprising two men, while on sentry about a mile out on the Lipa road from here, espied about twenty-five of Malvar's band crossing to the lake and opened fire on them, killing one and capturing his rifle and three hundred rounds of ammunition. He was fleeing from the on-rush of Captain Hale's battalion. A native stated that Generals Malvar, Gonzalez and Morales were in command of the insurgents on the 27th at the Twentieth Infantry fight on Mt. Maquilang.

THE CHINESE CONSULATE AT MANILA.

From all indications there will shortly be a general transformation in the personnel of the Chinese officials in Manila, from the consul down, says a recent *Manila Times*. The change is believed to be the result of the recent internal friction and charges and counter charges which induced Minister Wu in Washington to send over Commissioner Hsu Chao to conduct an investigation.

From very reliable authority it is stated that recently Secretary Li Kwang Heng, of the Manila Consulate, received a telegram advising him to report for official duty at San Francisco. It is understood that he will be succeeded in his office by the present secretary of the Chinese Consulate at Havana, Cuba. Lately a petition was circulated among the Chinese merchants in town, many of whom are in sympathy with and have confidence in Secretary Li, with the object of having his transfer to Havana cancelled and having him remain here. This petition with the signatures names was mailed to Washington.

Among the Chinese generally it is stated that there will be radical changes all through the consular staff, beginning at the bottom and working up.

G. GIRAULT, WINE AND SPIRIT MERCHANT, CHANT.

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CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
ILOILO and CEBU	"KAIKONG"	14th instant.
YOKOHAMA	"CHONGTU"	15th instant.
SHANGHAI	"WUONGTU"	16th instant.
MANILA	"SUWONGTU"	17th instant.
SHANGHAI	"WUONGTU"	18th instant.
TIENSIN	"KWEIYANG"	22nd instant.

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Hongkong, 6th September, 1901.

OCEAN STEAMSHIP COMPANY.

FOR LONDON.

"IDOMENEUS"	17th Sept., 1901.
"ATAK"	18th Oct., "
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"CALOCHAS"	29th "
"NESTOR"	12th Nov., "
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Hongkong, 11th September, 1901.

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

STEAM TO SHANGHAI.

FOR SWATOW, AMOY AND TAMSUI.

Captain Marochino, will leave for the above place, TO-MORROW, the 12th September, P.M.

Captain Passmore, will be despatched for the above Ports, on FRIDAY, the 13th instant, at 10 A.M.

For Freight or Passage, apply to

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SANDER, WIELER & Co., Agents.

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 20th August, 1901.

Hongkong, 10th September, 1901.

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FOR NEW YORK VIA SUEZ CANAL.

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Hongkong, 3rd September, 1901.

Hongkong, 10th September, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

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Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, the UNITED STATES, &c.

Carlisle City

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Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoice to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

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Hongkong, China and Japan.

Hongkong, 11th September, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

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(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS).

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Captain Leva, will be despatched as above on TUESDAY, the 17th September, P.M.

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SANDER, WIELER & Co., Agents.

Hongkong, 28th August, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU"

Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 18th instant.

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THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 4th September, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENGYLE"

Captain T. Darke, will be despatched for the above Port, on the 26th September, 1901.

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Hongkong, 28th August, 1901.

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Captain Robson, will be despatched for the above Ports, TO-MORROW, the 12th instant, at 10 A.M.

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DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 11th September, 1901.

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Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 13th instant, at 5 P.M.

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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE"

Captain Mitis, will leave for the above places, on TUESDAY, the 17th September, P.M.

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SANDER, WIELER & Co., Agents.

Hongkong, 28th August, 1901.

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FOR NEW YORK.

THE 3/3 A. I. American ship

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Hongkong, 8th July, 1901.

Masonic.

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HONGKONG, No. 1, 105.

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LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 16th instant, at 8.30 for 9 p.m. precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 7th September, 1901.

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CARRY IN STOCK.

A FULL LINE OF "GERMINAL" MANILA CIGARS.

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Hongkong, 2nd September 1901.

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WORTH A GUINEA A BOX.

BEECHAM'S PILLS

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IMPAIRED DIGESTION, DISORDERED LIVER,

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CURES all discharges from the genital-urinary organs in either sex in 48 HOURS.

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Unlikes the standard oil of the Bazar, it is superior to Col. paja, Cubeb, or Injections, and causes no inconveniences.

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L. SCHEFF, American ship, C. S. Kendall.—Carlowitz & Co.

SEA WITCH, American ship, Howes.—Master.

NAVAL MANOEUVRES AT AN END.

AFTER WAR TARGET PRACTICE.

H.M.S. Camperdown, Portland, Aug. 8th.

After the chaos and clamour of war, peace is refreshing, if tame. The mighty pageant of two fleets manoeuvring for a favourable position, and then for one harassing hour fighting it out to the bitter end—this is past and gone.

The two fleets, "B" and "X," exchanged friendly greetings, and under their respective admirals steamed off to their ports of assembly: we of "B" fleet to Portland, the "X" fleet, feeling good all over—for during the sham war everything that could go went X's way—to Torbay.

But, although the war is done with, there still remains work for the ships to do, and this work, target practice, was done on Tuesday and Wednesday by the cruisers and battleships of "B" fleet. If one has not a nerve in his body, and has an absolute belief in the infallibility of the runners of all the ships in the fleet, it may be that he could enjoy the experience of going through a couple of days' firing aboard a man-of-war. Otherwise it is a trial of nerve strength far keener than witnessing yegg horse being beaten by a short head in a hard-fought race. But if one can put away from his soul all fear, calmly take up a position on the quarter-deck of a battleship, and watch the target practice of a fleet, he will behold a spectacle not to be equalled for brilliant, if appalling, effects.

TARGET PRACTICE.

"B" Fleet arrived off Portland early on Tuesday morning, and dropped anchor in Weymouth Bay for a time only long enough to allow the postman to go ashore for mails and the stewards to bring off a little fresh provisions. Then in unison all weighed and steamed out to practice with the lesser guns of the ships—those from the six-inch guns downward. For the first time during the manoeuvres it blew rather strongly, but the sea that ran was not a heavy one. The wind was cool, but the day bright and favourable for firing, although at times the waves heaved high enough to obscure the little targets that valiantly snapped their tiny flags in defiance at the shotted guns. During the morning each ship prepared a target to be blazed away at by all the other ships of the battle-squadron. This target is a queer, simple, effective thing. The foundation of the ship is a raft in the shape of two stout poles, joined together by cross-pieces. Upon this is slung between two flag-poles six or eight feet high a wire netting, as a lawn-tennis net is slung. This wire netting is about four feet high and six feet long. In and out among the meshes of the netting are worked coloured strips of cloth, to make the dry affair more distinct to the eye when it floats upon the waves. Various colours were experimented with, but for all purposes red seemed to be the best. To the top of each upright, or flag-pole, is nailed a flag. When the ships discovered a region of the Channel that was sufficiently free from shipping, they formed up into a line, and each dropped her target into the water. From the fighting top of the rearmost mast a stout hemp rope ran down to deck and lay in a mighty coil. One end of this rope the seamen attached to the raft-target, which they then lowered into the water, and as it floated off astern the blue-jackets pealed out the rope coils until the regulation length wriggled on the waves. Live some.

STRANGE MARINE MONSTER

hooked and dragged after the ship, the target plunged and splashed a short distance astern; short when one knew that heavy projectiles were to be fired at it from ships far off, and steaming at a telling pace. The target over-

board, and all ready, every man at his gun, and every gun loaded, the flag-ship leading, the long line swung round and lunged along in a direction opposite to that hitherto held by the line. Her distance from the line was something short of a mile. As each ship reached the water in which the flag-ship turned she, too, turned, and in a short time—the flag-ship having reached the end of the original line and rejoined by turning—the ships of the reserve squadron were steaming in the shape of a huge oblong, an oblong that was continually revolving like the chain of a bicycle. Between each two ships bobbed and nodded the tiny target, splashing and pitching and slewing and swirling in the jigger of the screw and the impatient erratic waves and tide. And each ship, as it found the target of another ship abreast of her, let drive with all her guns—excepting only the barbettes guns. Dangerous! To a landsman the whole affair looks recklessly dangerous—but it is not so. There may be but only a pinch of the spice of danger in it, but only a pinch, and this, perhaps, is somewhat in the scheme's favour, making the condition of firing at least a little nearer to what firing would be in time of actual battle.

When the ships warmed to their work the scene was picturesque in the extreme. The waters were being blistered with hurtling projectiles; the heavens rang to the voice of giant sounds. First the flash of the gun, a glint of metallic brightness splashed upon the air, next the smitten water heaving in a boiling column to the sky, then the crashing sound of the explosion at the gun's mouth, and to crown all, the horrid snarl of the ricochet; a snarl that filled all-encompassing space between tossing waters and the hovering clouds. That snarl of the ricochet! It more impresses the stranger and fills his soul with greater dread than the fierce flame of the gun, the smite of the projectile or the report of the propelling power. Along and back again the great ships steamed, the six-inch guns bringing their projectiles down upon the waves with the force of Vulcan's hammer, and the shots from the smaller guns causing the water round the targets to boil, until a given number of rounds were expended: Then the targets were heaved aboard and the ships put back to Portland. According to those best able to judge, the shooting seemed to have been but moderate.

MANOEUVRES AT AN END.

The target, towed by the Camperdown was hit a number of times, it had one flag shot away and the framework broken in several places, but altogether the raft and its netting came out of the battle in better shape than most of us cared to see. On Wednesday the ships dispersed for "big gun" practice, this time each having its own target to hammer at, and with the concluding round from the barbettes guns the Naval Manoeuvres for 1901 may be said to have come to an end. They have been more than usually instructive. The cry that has been raised for cruisers, not a few more cruisers but many more, is shown to be justified, and, with the lesson taught "B" fleet in mind, the demand for swift scouting vessels cannot be allowed to pass unheeded.—Pall Mall Gazette Cor.

ACCIDENT TO THE NAVIGABLE BALLOON.

NARROW ESCAPE OF THE AERONAUT.

PARIS, August 8th.

M. Santos Dumont this morning renewed his attempt to encircle the Eiffel Tower in his navigable balloon within the time prescribed by the conditions for the Deutsch Prize. He succeeded, after some difficulty, in rounding the Tower, but his balloon was then unable to make headway against the strong wind which was blowing, and it fell on one of the new houses near the Trocadero and close to the Seine, remaining suspended on the building. M. Santos Dumont was able to reach the ground in safety having fortunately escaped injury.

M. Santos Dumont left the Parc de St. Cloud at ten minutes past six this morning, amid hearty cheers from a crowd of spectators. Everything went well at the start, and the trip promised to be a success, for he rounded the Eiffel Tower exactly nine minutes thirty-four seconds after starting. Having turned the tower, he was proceeding on his return journey to St. Cloud, when, just above the Avenue Henri Martin, a strong gust of wind struck the aerostat, which veered violently to one side, at the same time bounding back a distance of at least fifty yards. The hydrogen gas was forced from the front to the back part of the balloon. Owing to the sudden expansion of this portion of the balloon, the machine dipped and the screw touched the steel cords, causing them to break.

A REPORT LIKE CANNON SHOT.

M. Santos Dumont immediately stopped working the screw, and the motor and the balloon began to descend of its own accord. Unfortunately the cover of the aerostat struck against the corner of a building six stories in height, which had recently been erected at No. 12, Quai de Passy. A report like that of

NOT AND A

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.755
Thermometer	81.0
Humidity	83.
Rainfall	13.482

TO-DAY.

WEATHER REPORT.

Barometer	29.91	29.84
Temperature	81	81
Humidity	74	65
Rainfall	0.09	—

TO-DAY.

Wednesday, 11th September, 1901.

Chinese—20th of 7th moon of 27th year of Kwang-si.

Sun—Rises 5hr. 46min.

Sets 6hr. 0min.

High water—Morning 7hr. 45min.

Afternoon 3hr. 50min.

Low water—Morning 1hr. 7min.

Afternoon 2hr. 13min.

ANNIVERSARIES.

1729—Battle of Malpauet.

1834—H. M. Ships *Imogene* and *Andromache* arrived at Whampoa and a guard of marines took possession of the British factories.

1887—German schooner *Niederhof* wrecked at Taiwanfu.

1900—President Kruger arrived at Delagoa Bay.

TO-MORROW.

Thursday, 12th September, 1901.

Chinese—30th of 7th moon of 27th year of Kwang-si.

Sun—Rises 5hr. 47min.

Sets 6hr. 5min.

High water—Morning 7hr. 35min.

Afternoon 3hr. 25min.

Low water—Morning 1hr. 5min.

Afternoon 2hr. 4min.

ANNIVERSARIES.

1819—Marshal Blucher died.

1854—Strike of Hongkong Washermen.

1887—British barque *Hilly Simpson* abandoned near the Pratas Shoal.

1898—Furious hurricane in the West Indies.

AGENDA.

TO-MORROW.

A. L. S. N. Co.'s steamer *Carinthia* leaves for Shanghai.

10 a.m.—D. Co.'s steamer *Thales* leaves for Swatow, Amoy and Poochow.

Cargo ex *Canlon* subject to rent.

Cargo ex *Aratoun Apcar* subject to rent.

FRIDAY, 13th.

About—Shewan Tomes' steamer *Ataka* leaves for New York via Suez Canal.

10 a.m.—D. Co.'s steamer *Hainan* leaves for Swatow, Amoy and Tamsui.

3 p.m.—"Shire" line steamer *Radnorshire* leaves for Nagasaki, Kobe and Yokohama.

5 p.m.—I. C. S. N. Co.'s steamer *Venustang* leaves for Manila.

Cargo ex *Satsuma* subject to rent.

Cargo ex *Benvenue* subject to rent.

Cargo ex *Benuehr* subject to rent.

SATURDAY, 14th.

Noon—P. & O. Co.'s steamer *Parramatta* leaves for Bombay.

SUNDAY, 15th.

H. A. L. Co.'s steamer *Aragonia* leaves for New York via Suez Canal.

O. S. K. Co.'s steamer *Dafin Maru* leaves for Tamsui via Swatow and Amoy.

MONDAY, 16th.

Cargo ex *Mayne* subject to rent.

TUESDAY, 17th.

Cargo ex *Radnorshire* subject to rent.

WEDNESDAY, 18th.

O. S. K. Co.'s steamer *Maideru Maru* leaves for Amoy, via Swatow and Amoy.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

August 20th.

The officers of the *Catherine Apcar* (Capt. S. H. Bellow) are: Chief officer, A. Buchanan, and R. Gillan, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, and T. Barrie, 3rd, W. Park, 4th, W. Marks, Purser, M. J. Edwards.

The officers of the *Wing Sang* (Capt. H. Sellar) are: Chief officer, Mr. Bicar, and H. W. Wear, chief engineer, Mr. Smithers, and Mr. Bushby, 3rd, Mr. Moore.

August 23rd.

Mr. Short is temporarily chief officer of the *Hatching*.

Mr. S. Williams is appointed 3rd officer of the *Haitan*.

Captain Evans is temporarily commanding the *Hatching*, vice Captain Davis on leave.

Mr. Walters is appointed 3rd officer of the *Hainan*.

Mr. Musgrave is appointed 3rd engineer of the *Thales*.

Mr. E. Sayer is appointed 2nd engineer of the *Thales*.

Mr. E. H. Kirman, late of American ship *M. Laguna*, is now 4th officer of the *Glenlyte*.

August 26th.

Capt. Davis has resumed command of the *Hatching*.

Mr. Evans, chief officer, has returned to the *Hatching*.

Mr. Short, 2nd officer of the *Italian*, has returned to that ship.

August 30th.

Captain W. Passmore has taken over the command of the *Hainan*.

Mr. Walters has joined the *Hainan* as 3rd engineer.

September 11th.

The officers of the *Flandria* (Capt. F. Eichbaum) are: Chief officer, W. Schaake, and E. Lehmann, chief engineer, M. Biese, and C. Petersen, 3rd, H. Brandt, assistant engineer, H. Dittmann.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Palawan*) 13th instant.

German (*Hamburg*) 17th instant.

German (*Prinz Heinrich*) 18th instant.

American (*City of Peking*) 19th instant.

American (*Castro*) 24th instant.

Canadian (*Empress of China*) 30th instant.

American (*Hongkong Maru*) and prox.

The Canadian Pacific Railway Co.'s steamer *Athena* arrived at Kobe to-day the 11th inst., and leaves again to-morrow for Yokohama.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* left Vancouver at 11.30 p.m. on Monday the 9th for Hongkong via usual ports of call.

HONGKONG AND WHAMPOA DOCK RETURNS.

Georges Valentine ... at Kowloon Dock.

Victoria ... " " "

Zafro ... " " "

Elcano ... " " "

Kailong ... " " "

Fei Hoo ... " " "

Canton River ... " " "

Loongmoon ... " " " Cosmopolitan

PASSED THE CANAL.

Outward—16th August—*Awa Maru*, *Ulysses*, *Palawan*, 20th August—*Kheron*, *Malaya*, *Marianne*, 23rd August—*Agamemnon*, *Ceylon*, 27th August—*Andria*, *Ramberg*, *Olimpo*, *Hamburg*, 30th August—*Calchas*, *Inaba Maru*, *Anapa*, *Teenkai*, *Dresden*, 6th September—*Salazie*, *Socotra*, *Hermiston*, *Prima*.

Homeward—27th August—*Sambria*, *Kanagawa Maru*, *Sunda*, 30th August—*Wurzburg*, 6th September—*Stuttgart*.

Arrivals at Home—27th August—*Kital*, *Annan*, 6th September—*Alcinous*, *Glaucus*, *Ision*.

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H. Johansen, Mr. and Mrs. Andrew, Mr. D. A. Judell, Mr. Q. Angus, Mrs. Katsch, Mr. E. A. Kiene, Mr. and Mrs. F. Arnold, Mr. H. Lazarus, Mr. N. Little, Mr. R. E. Major, Mr. B. J. R. P. Long, Mr. & Mrs. D. M. Bass, Miss Lyon, Miss Beckett, Mr. G. W. Bell, Mr. J. T. Black, Mr. J. T. Macdonald, Mr. D. Bonner, Mr. A. Marlow, Mr. Brown, Mr. and Mrs. McAllister, Mr. J. A. J. McLaughlin, Mr. W. F. Brown, R. E. Major W. F. Meifhe, Mr. H. Michael, Mr. S. J. Carpenter, Mr. & Mrs. Michaux, Mme. de Parfitt, Mr. J. Patrick, Mr. J. Pearce, Dr. R. W. W. Pilkington, Mr. H. S. H. Pitcher, Mr. A. J. Pope, Mrs. Price, Mr. H. Quennell, Lieut. W. A. Reel, Dr. L. R. Ryson, Major P. S. Robertson, Mr. W. R. Fernald, Mr. & Mrs. Schmidt, Mr. H. Schouw, Mr. C. Sellars, Mr. E. Sergeant, Mr. P. W. Simpson, Mr. A. E. Slavin, Mr. J. M. Smith, Mr. F. W. Smithers, Mr. R. G. Stafford, Mr. T. C. Taylor, Mr. D. G. Thomson, Dr. and Mrs. J. C. and child Tibbey, Mr. H. M. Wakeman, Mr. G. H. Henningsen, Mr. H. F. Watia, Mr. and Mrs. Howkins, Mr. J. A. Frank W. Hughes, Mr. W. J. G. Huke, Mr. A. N. Jones, Capt. E. A. Young, Mr. E. S. Jeaning, Mr. M.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Baulton, Mr. J. F. Martin, Mr. R. Beattie, Mr. James May, Mr. A. J. Benjamin, Mr. S. S. McDermott, Mr. A. P. Bonnar, Mr. J. W. C. Miller, Mr. and Mrs. Brown, R. E. Col. L. F. Perrot, R. A. Colonel Bruyne, Mr. H. F. R. Pitt, Mr. John, R. N. Brusse, Mr. G. Pollock, Hon. H. E. Collard, Col. A. W. Quistoff, Mr. M. Crookenden, Col. Rumsey, R. N., Hon. Dunn, Mr. George H. R. Murray Davies, Mr. W. Sawyer, Mrs. Sinclair, Mr. T. J. Drion, Mr. F. Smith, Mr. T. J. Stokes, Mr. A. G. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Wheeler, Mr. W. T. Graham, Mr. D. M. Wilgress, Mr. W. T. Gumprecht, Dr. Wilson, Mrs. W. and child Jeffrey, Mr. H. N. Wright, Mr. and Mrs. Lee, Mr. J. E. H. Taylor Mackay, Mr. J. A.

CRAGIEBURN.

Anderson, Mr. Jas. Heemkerk, Mr. J. J. B. Bells, Mr. H. Helms, Mr. W. Brown, Mr. and Mrs. Langlands, A. O. D., H. Matheson, Capt. and Mrs. P. Pye, Mr. E. Burns Crouch, Mr. J. W. Scott, Mrs. James Denison, Mr. and Mrs. Sisters, Govt. Civil Edwards, Mr. G. H. Hospital Farrow, Capt. J. Surplice, Mr. and Mrs. Grimble, Mr. & Mrs. G. F. R. C.

KOWLOON HOTEL.

Frank, Mr. H. Holden, Capt. H. N. Harges, Mr. Herm. Rieman, Mr. V. Holden, Mr. Geo. H. Salters, Mr. D. W.

EXCHANGE.

Hongkong, 11th September.

ON LONDON, Telegraphic Transfer 1/11 3/16

Bank Bills, on demand 1/11 1/11

Credits, 4 months' sight 1/11 1/11

Diments, 4 months' sight 1/11 1/11

ON BERLIN, (demand) M. 1.98

ON PARIS, Bank Bills, on demand 2.44 1/2

Credits, 4 months' sight 2.44 1/2

ON NEW YORK, Bank Bills, on demand 47

Credits, 30 days' sight 47 1/2

ON BOMBAY, Telegraphic Transfer 144 1/2

On demand 144 1/2

ON SHANGHAI, Telegraphic Transfer 75

Private 30 days' sight 75

ON YOKOHAMA, T.T. 5 1/2 prem.

Sovereigns, Bank's Buying Rate 5 1/2 3/2

Gold Leaf 100 touch, per tael 53.30

Bar Silver 26 1/2 1/2

Dollars 26 1/2 1/2

OPIUM QUOTATIONS.

Hongkong, 11th September.

New Patna 957 1/2 per chest.

Old Patna 972 1/2

New Benares 927 1/2 per picul.

Old Benares 945

New Malwa 850/860

Old Malwa 870/880

Parian, paper tied 815

THE SHARE MARKET.

LATEST QUOTATIONS.

(SEPTEMBER 11th.)

COMPANIES.	PAID UP CAPITAL.	LATEST QUOTATION.
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Banks.

Hongkong and Shanghai Banking Corporation	\$ 125	\$600 buyers.
The Bank of China and Japan, Limited—(Preference)	\$ 5	Nominal
The Bank of China and Japan, Limited—(Ordinary)	\$ 4	\$0.15/
The Bank of China and Japan, Limited—(Deferred)	\$ 1	\$5.5 buyers
National Bank of China, Limited	\$ 8	\$28 buyers
Do. Founders	\$ 1	\$15 sellers

Marine Insurances.

Union Insurance Society of Canton, Limited	\$ 50	\$110
China Trade Insurance Company, Limited	\$ 25	\$60 sellers
North China Insurance Company, Limited	\$ 25	Tails 180 sellers
Yangtze Insurance Association, Limited	\$ 60	\$1.22
Canton Insurance Office, Limited	\$ 50	\$170 sellers
Straits Insurance Company, Limited	\$ 20	\$1

Fire Insurances.

Hongkong Fire Insurance Company, Limited	\$ 50	\$34 1/2 sellers
China Fire Insurance Company, Limited	\$ 20	\$8 1/2

Shipping.

Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$34 1/2
Indo-China Steam Navigation Company, Limited	\$ 10	\$136
China and Manila Steamship Company, Limited	\$ 50	\$62 sellers
Douglas Steamship Company, Limited	\$ 50	\$48 sales
China Mutual Steam Navigation Company, Limited—(Ordinary)	\$ 10	\$12 buyers
China Mutual Steam Navigation Company, Limited—(Deferred)	\$ 10	\$12 buyers
Star Ferry Company, Limited	\$ 5	\$7 buyers
"Shell" Transport and Trading Company, Limited	\$ 2 1/2	\$24 1/2 buyers
	\$ 1	\$2.12/6 sellers

Refineries.

China Sugar Refining Company, Limited	\$ 100	\$136
Luzon Sugar Refining Company, Limited	\$ 100	\$30 sellers

Mining.

Punjom Mining Company, Limited	\$ 9	\$5 sellers
Punjom Mining Preference Shares	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin	Francs 250	\$35
Queen Mines, Limited	Cents 25	\$5
Jobati Mining and Trading Company, Limited	\$ 18 d 10	\$4 sales
Raub A'lian Gold Mining Company, Limited	\$ 5	\$13 sellers
Oliver's Freehold Mines, Limited A	\$ 5	nominal
Oliver's Freehold Mines, Limited B	\$ 5	nominal

Docks, Wharves and Godowns.

Hongkong and Whampoa Dock Company, Limited	\$ 50	\$275 sales
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$98 buyers
Wanchai Warehouse and Storage Company, Limited	\$ 37 1/2	nominal
New Amoy Dock Company, Limited	\$ 50	\$25 buyers

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Company, Limited	\$ 10	\$975 sales
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$191 sellers
Kowloon Land and Building Company, Limited	\$ 30	\$30 buyers
West Point Building Company, Limited	\$ 50	\$51 buyers
Hongkong Hotel Company, Limited	\$ 50	\$127 buyers
Oriente Hotel Company, Limited	\$ 50	\$55
Humphreys Estate and Finance Company, Limited	\$ 10	\$13 1/2 sellers

Cotton Mills.

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 100	\$11 1/2 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 40 buyers
International Cotton Manufacturing Company, Limited	Tails 100	Tails 35
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 45
Soy Chee Cotton Spinning Company, Limited	Tails 500	Tails 300
Yahloong Cotton Spinning Company, Limited	Tails 100	Tails 12 1/2

Cigar Companies.

Alhambra, Limited	\$ 500	nominal
Philippine Tobacco Trust Co., Limited	\$ 50	nominal

Miscellaneous.

Green Island Cement Company, Limited	\$ 10	\$21 buyers
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$16 sellers
Watkins, Limited	\$ 10	\$10 sellers
Hongkong Electric Company, Limited	\$ 10	\$12 1/2 buyers
Hongkong Electric Company, Limited	\$ 5	\$6 1/2 buyers
Hongkong and China Gas Company, Limited	\$ 10	\$40 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$17 1/2
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$183 buyers
Hongkong High-Level Tramways Company, Limited	\$ 100	\$275 buyers
Dairy Farm Company, Limited	\$ 6	\$8 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell Moore & Co., Limited	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Limited	\$ 1	\$1.10
United Asbestos Oriental Agency, Limited	\$ 4	\$10 buyers
Tebrau Planting Company, Limited	\$ 5	\$2 sellers
Universal Trading Co., Limited	\$ 20	\$10 1/2 buyers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$8 buyers
China Light and Power Co., Limited	\$ 20	\$30 sellers
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 50	nominal

BENJAMIN, KELLY & POTTS,

Share Brokers.

VESSELS IN PORT.

Steamers.

ARRATON APCAR, British steamer, 2,879, E. Fey, 10th Sept.—Singapore 10th Sept. General—David Saxon, Sons & Co.

AMERICA MARU, Japanese steamer, 3,460, P. H. Going, 7th Sept.—San Francisco 10th Aug. and Shanghai 5th Sept. Mails and General.—J. S. Van Buren.

BAHLSBERG, German steamer, 1,379, A. Rickmann, 7th Sept.—Samarang 29th Aug. Sugar.—Butterfield & Swire.

CANTON, British steamer, 2,164, C. F. Lockstone, R.N.R., 6th Sept.—London 27th July, and Singapore 31st Aug. General.—P. & O. S. N. Co.

CHARLES ROGIER, Belgian steamer, 1,292, Smith, 8th Sept.—Mojil 1st Sept. Coals.—Order.

CHINA, German steamer, 1,113, Kriebben, 6th Sept.—Manila 3rd Sept. Ballast.—E. A. Trading Co.

CHINCHU, British steamer, 2,260, J. E. Williams, 8th Sept.—Calcutta 27th Aug.

ELCANO, American steamer, 501, R. de Alhenage, 3rd Sept.—Manila 1st August, Ballast.—Brandao & Co.

FAUSANG, British steamer, 1,415, T. A. Mitchell, 2nd Sept.—Java 23rd Aug. Sugar.—Jardine, Matheson & Co.

GLENROY, British steamer, 3,141, Forbes Selby, 31st Aug.—Oman 10 23rd Aug. Coal.—McCregor Bros. & Co.

HINO MARU, Japanese steamer, 1,097, B. Nakano, 8th Sept.—Chiofo 4th Sept. General.—Mitsui Bussan Kaisha.

INDRAVELLI, British steamer, 3,206, McGrath, 3rd Sept.—Mojil 29th Aug. General.—E. A. Trading Co.

KAIPOING, British steamer, 1,024, G. H. Pennefather, 7th Sept.—Haiphong 1st Aug. Government Stores.—Butterfield & Swire.

LAI SANG, British steamer, 2,224, G. Payne, 29th Aug.—Mojil 23rd August. Coal.—Jardine, Matheson & Co.

LOONGMOON, German steamer, 1,245, R. Schuldt, 9th Sept.—Canton 9th Sept. General.—Siemens & Co.

LUCCA, Austrian steamer, 1,508, Andrew Zahaj, 8th Sept.—Samarang 30th Aug. Sugar.—Joo Tek Seng.

MACHIEW, German steamer, 995, G. Wendig, 6th Sept.—Swatow 3rd Sept. Rice and General.—Melchers & Co.

MEXICAN PRINCE, British steamer, 1,953, Permet, 7th Sept.—Singapore 25th Aug. and Amoy 5th Sept. Petroleum.—Meyer & Co.

MONKONG, German steamer, 852, Gilshie, 10th Sept.—Bangkok 3rd Sept. Rice.—Windson & Co.

PAX, Belgian steamer, 1,207, E. Damster, 7th Sept.—Sailon 3rd September. General.—Melchers & Co.

PIRA CHOM KAO, German steamer, 1,012, J. A. Morris, 6th Sept.—Bangkok 1st Aug. Rice and Mail.—Melchers & Co.

RADNORSHIRE, British steamer, 1,889, R. C. Bindloss, 10th Sept.—Singapore 3rd Sept. General.—Shewan, Tomes & Co.

SATSUMA, British steamer, 4,100, McIntosh, 3rd Sept.—New York 17th July, and Manila 31st Aug. General.—Dodwell & Co., Ltd.

SISHAN, British steamer, 845, H. N. Holton, 8th Sept.—Sailon 4th Sept. Rice and General.—Bradley & Co.

THALES, British steamer, 893, A. J. Robson, 10th Sept.—Samarang 1st Aug. 6th Sept. General.—Douglas, Lamark & Co.

TRONIA, British steamer, 1,699, Powell, 20th Aug.—Shanghai 16th Aug. Kerosine.—Arnhold, Karberg & Co.

TSUKUGISAN MARU, Japanese steamer, 4,128, J. Narasaki, 9th Sept.—Kutchinow 4th Sept. Coal.—Mitsui Bussan Kaisha.

VICTORIA, American steamer, 2,112, J. Pantan, 1st Aug.—Tacoma, U.S.A. 4th July. General.—Dodwell & Co., Ltd.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 9th Sept.—Manila 6th Sept. General.—Jardine, Matheson & Co.

Sailing Vessels.

BRIZEUX, French ship, 1,400, Gonrio, 7th Aug.—Cardiff 17th April. Coal.—Order.

CELESTE HURRILL, British ship, 1,764, C. A. Trefry, 29th May.—Manila, 9th May, Ballast.—Order.

GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug. Ballast.—Order.

HELEN H. WYMAN, American ship, 1,664, D. A. Vanhorn, 10th Sept.—Chefoo 28th Aug. Ballast.—Arnhold, Karberg & Co.

I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.—Kobe 19th July. General.—Arnhold, Karberg & Co.

LAUNBERG, American bark, 906, McDougall, 14th Aug.—Cebu 6th Aug. Ballast.—Master.

L. SCHEPP, American ship, 1,673, Kendall, 5th July.—Manila 25th June. Ballast.—Carlowitz & Co.

MANUEL LLAGUNA, American ship, 1,650, Nichols, 29th June.—New York 3rd May. Kerosine Oil.—Standard Oil Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb. Ballast.—Master.

STATE OF MAINE, American ship, 1,407, Colcord, 8th Sept.—New York 4th May. Kerosine.—Standard Oil Co.

SUSOUEHANNA, American ship, 2,393, M. T. Bailey, 24th July.—Manila 17th July. Ballast.—Siemens & Co.

VAL OF DOON, British bark, 672, Peterson, 31st Aug.—from Nar Yunn, Wood.—Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 11th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. G. G. E. M. Craddock, Shanghai.

Albion, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, Shanghai.

Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, Wosung.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Astraea, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,000 h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.

Barfleur, 1st-class battleship, 13,000 tons, 17 guns, 13,163 h.p., Captain G. J. S. Warrender, Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 12,111 h.p., Capt. Henderson, C.M.G., Wosung.

Drainie, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.

Drisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart, Singapore.

Britomart, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Parkerham, Japan.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,000 h.p., Capt. Tilard, Shanghai.

Edith, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Captain Sloper, Amoy.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, Wei-hai-wei.

Est, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., In reserve.

Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 350 h.p., Canton.

Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Corter, Wei-hai-wei.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Li-Wintz, Shanghai.

Handy, twin screw, torpedo-boat destroyer, 210 tons, 6 guns, 4,000 h.p., In reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. C. Handy.

Hammer, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Shanghai.

Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, Hongkong.

Jacur, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., In reserve.

Litnet, gun-vessel, 750 tons, 2 heavy guns, 4 gunboats, 870 h.p., Commander W. W. Smythe, Singapore.

Linard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut.-Comdr. J. C. Watson, Singapore.

Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Comdr. C. P. Alauzet, Shanghai.

Phaetor, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.

Pipera, 1st-class gunboat, 755 tons, 6 guns, 1,200 h.p., Capt. Oldham, cruising.

Pique, twin screw, 2nd-class cruiser, 1,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. U. V. de M. Cowper, Shanghai.

Rambler, surveying-ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.

Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. F. Corbett, Shanghai.

Robin river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, Singapore.

Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carl West River.

Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 h.p., In reserve Hongkong.

Taku, torpedo-boat destroyer, 350 tons, Lieut.-Comdr. C. P. Beatty-Powall, Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., In Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, 450 h.p., Lieut.-Comdr. Lyne, Wei-hai-wei.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. MacKenzie, D.S.O., Shanghai.

Witern, coast defence ship, 2,755 tons, 4 guns, 1,000 h.p., Hongkong.

Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.

Konigin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,500 h.p., Capt. J. P. Rossum, Swatow.

Leopold, Austrian cruiser, 1,500 tons, Captain Müller, Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Blesz Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vserolsky, at Tientsin.

Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shamon, at Taku.

Gaidarm, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbeny, at Taku.

Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.

Koryeys, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.

Narvina, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Venish, at Nagasaki.

Nayevdnik, Russian cruiser, 1,324 tons, 14 guns, 1,800 h.p., Capt. Zaring, at Nagasaki.

Otyazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprinoff, at Shanghai.

Petropavlovsk, Russian battleship, 12,000 tons, 16 guns, 13,500 h.p., at Nagasaki.

Polstava, Russian battleship, 10,660 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rosita, Russian armoured cruiser, 1,200 tons, 22 guns, 14,500 h.p., Capt. Demozoff, at Nagasaki.

Rosobynik, Russian cruiser, 1,330 tons, 1,766 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik, Russian flag-ship, 10,940 tons, armoured, twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 14,000 tons, 13,500 h.p., 10 guns, Capt. Melusky, at Nagasaki.

Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Burroughs, at Nagasaki.

Strel Velly, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.

Stovouth, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sveaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vladik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Kogulia, at Taku.

Zabliak, Russian cruiser, 1,430 tons, 20 guns, 2,000 h.p., Capt. Shkriuf, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.

Forst, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Katalka, Russian torpedo boat, 350 tons, Capt. Mouraviev, at Shanghai.

Kiti, Russian torpedo boat, 350 tons, Captain Givarsky, at Shanghai.

Narva, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.

Podorvnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sitka, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sokolchik, Russian torpedo boat, 87 tons, 1 gun, 970 h.p., 10 knots.

Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Usturi, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexieff.

† Flagship of Rear-Admiral F. V. Dubossioff.

† Flagship of Rear-Admiral Resnoff.

THE GERMAN SQUADRON.

Bustard, German cruiser, 1,500 tons, 8 guns, Comdr. von Basewitz, at Shanghai.

* First Bismarck, German flag-ship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.

*** Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschea, at Woosung.

Helia, German despatch-vessel, 2,000 tons, 12 Capt. Ramplold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uesedom, at Shanghai.

Ilia, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Siamer, at Canton.

Irene, German cruiser, 4,200 tons, 8 guns, 4,950 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Glich, at Amoy.

* Kurfirst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorf, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.

Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schuck, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Homeler, at Amoy.

Werth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

* R. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.

** Flagship of Rear-Admiral Geissler.

*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Delloye, Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,700 tons, Capt. Buchme, at Taku.

Bugatti, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

Duval, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Defevre, at Shanghai.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Lotiel, at Canton.

Decette, gunboat, 690 tons, Capt. Maresubette, at Taku.

* D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Saulne, at Shanghai.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Japan.

Guichen, 1st-class cruiser, 8,277 tons, 24,000 h.p., 8 guns, Capt. de Surgy, at Hongkong.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.

Kersaint, 3rd. class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pasud, 2nd-class protected cruiser, 4,000 tons, 26 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.

Styr, 2nd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.

Surpente, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Morne, at Shanghai.

Ville d'Alger, monitor, 944 tons, Captain Bomesaur, at Hongkong.

Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.

* Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,426 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Cadiao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Cassino, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. Colby, at Manila.

Culpea, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, 1,230 tons, Capt. Bowman, at Hongkong.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,900 tons, 6 guns, 2,000 h.p., Comdr. O. W. Farnham, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.

Petrel, U.S. gunboat, 692 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knowl, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Whaling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burrell, at Manila.

Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,391 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.

Elba, Italian cruiser, 2,720 tons, Capt. Cececoni, Taku.

Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 4,033 tons, Captain Cececoni, Hongkong.

Vesuvio, Italian cruiser, 4,500 tons, 14 guns, 6,810 h.p., Capt. Zeni, at Shanghai.

Villa Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, 1st class, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Misu, at Japan.

Yashima, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.

Chinyen, 1st class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,600 h.p., at Sasebo.

Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.

Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Sasebo.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.

Nanaiwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takagaki, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.

Sai-yei, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Akitsuhiwa, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.

Takagi, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuda, at Japan.

Yayama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.

Tokushiki, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,487 h.p., at Japan.

Ongi, cruiser, at Taku.

Sayanami, torpedo-boat destroyer, 395 tons, Capt. J. Takenouchi, at Japan.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.

Katuragi, 1,480 tons, 10 guns, 1,600 h.p., at Sasebo.

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.

Tenryu, 1,350 tons, 10 guns, 1,165 h.p., at Fusan.

Katmon, 1,360 tons, 10 guns, 1,125 h.p., at Sasebo.

Anagi, 1,030 tons, 13 guns, 740 h.p., at Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Sasebo.

Abagi, 620 tons, 10 guns, 700 h.p., at Shanghai.

Atago, 620 tons, 10 guns, 700 h.p., at Taku.

Chokai, 620 tons, 10 guns, 700 h.p., at Kure.

Seki, 572 tons, 8 guns, 400 h.p., at Sasebo.

Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.

Chino, 490 tons, 5 guns, 472 h.p.

Chinpei, 490 tons, 5 guns, 472 h.p.

Chin Hoku, 490 tons, 5 guns, 472 h.p.

Chin Phi, 500 tons, 9 guns, 455 h.p.

Chin Chu, 500 tons, 9 guns, 455 h.p.

Yachiko, gunboat, 4,000 tons, Capt. Yakis, at Japan.